

SAIGON BASE  
MONTHLY REPORT  
NOVEMBER 1969

I. GENERAL

1. Total AAM block time for the month was 6238 hours vs 6574 hours in October. The customer failed to meet 204B and Volpar minimums and consequently released 204B N8512F and Ten-Two N9573Z effective 1 December 1969 (73Z flying hours were included in Volpar Minimums). We reduced our Ten-Two fleet by three when we ferried N21412 N51259 and N5454V to Tainan on 17 November 1969. C47 B817 was also ferried to Tainan for storage.

2. Security conditions have remained calm with no unusual incidents to report in the AAM areas of activity with the exception of mortar fire at Gia Nghia on 10 November 69 as C47 15559 was taxiing out. All in all, there were fewer ground-fire incidents reported in November than in any other month over the past two and one-half years.

II. GENERAL AFFAIRS

1. The company presented the Directorate of Civil Aviation with materials required to build a wire fence for DCA housing compound in Dalat. The fence proved necessary to the security of DCA employees in Dalat after VC infiltrators slain one employee and wounded another one in August. The major credit of this project should go to SZNHA who helped make the materials available.

2. Efforts have been made to negotiate lease term shorter than the normal one-year period to take advantage of potential decline in rent that may develop as a result of US replacement in Vietnam. A case in point is the lease for our SGN downtown office. The landlord agreed to the six-month lease term and to add to the new lease a clause providing for six 6-month periods renewal after he had been notified in writing of our intention to renew subject lease under old conditions and terms.

3. On 3 Dec., Air Vietnam employees went on strike to demand a 50% salary increase and the removal of some top management staff. The strike was backed by the Confederation general of labor as opposed to the Confederation general of workers with which Air America union is affiliated. The strike ended on 8 Dec. after the Prime Minister signed an order empowering the Minister of Transport and Communications to requisition all Air Vietnam employees regardless of nationality if necessary and the Board of Administration promised to consider employees' request within 48 hours.

III. FACILITIES DEVELOPMENT

1. The Antenna mast at Danang is scheduled for erection on 11 Dec 69. The power distribution and lighting system at Nha Trang has

been completed. We are having difficulty with the Saigon City Power Company to secure the 200 KVA transformer which we have contracted for. The Utility Tunnel - Phase I SGN has been completed. The Emergency RGMD Water Supply has been completed.

2. Principal projects awaiting TPE approval are: Completion of Concrete Ramp Pavement and Drainage Ditch at Danang, Renovation of Operations Building Saigon, Relocation and Renovation of various AAM Shops and Offices Saigon (including BM office), Improvement of Passenger Lounge Danang and 204B Landing Pads Saigon.

3. RGMD SGN PFAR 69/067 for US\$42,470 to "pave terminal parking apron and adjacent PSP ramp (total 15,550 sq. ft.) was submitted on 29 Nov 69.

**IV. FISCAL**  
1. Budget Matters: Total net reduction of work force during the month was 3 persons. Overtime payments to GTD personnel have been reduced by 50% from previous months. During the month we discovered that our record keeping for ARs especially Form F projects was not detailed enough. Payments for material costs were being exceeded by large margin and not all labor costs were being charged to respective ARs. We are in the process of revising our method of keeping track of AR expenditures to show all costs by type, i.e. material, labor, etc.. Persons filling out DTRs were abusing use of J-4 code number. We have worked with MTS and his staff to correct this abuse.

2. Revision of Exchange Rate - Knowledgeable sources still indicate that there will not be any devaluation of the piastre during 1969. They feel these are strong possibility of devaluation occurring during early 1970.

3. Billing procedures - AID/VN-70 customer has now indicated that a separate 1034 payment voucher should be prepared for each end uses, i.e. CORDS, EMB, RDC. This is contrary to instructions given by Miss Voltz in a letter to T/C. We are complying with their wishes.

**V. MEDICAL**  
1. Number of visits: 1610  
2. Accidents: 67  
3. Hospitalization: 4  
4. Outcalls: 4  
5. Physical examinations: 27  
6. Sick leaves: 202½

**VI. PERSONNEL**  
Although no breakthrough has been made in securing Work Permit for our TCNs, we do not feel as though we are facing any contractor treatment in that they are issuing most of the TCNs

special Residence Permits. Those special permits are enabling the TCNs to obtain Exit/Re-entry visas and airfield passes, and should take care of us quite well until the U.S. and Vietnamese governments come to terms over the issuance of the Labor Cards (Sept. Monthly Report refers).

2. The Prime Minister has given his approval to [REDACTED] participation in the Line Maintenance Training Program at Tainan. Hopefully we can have the candidates in place right after the first of the year.

3. The value of the piastre continues to decline (approx. VN\$290 to US\$1). Several companies are considering P/S revisions but are reluctant to do anything definite until some settling point is reached (or until the removed official devaluation is made).

#### 4. Personnel strength - Saigon Base

Classif.	[REDACTED]								Total	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
Permanent	42	143	141	14	146	2	17	4	346	163

	[REDACTED]								Total	
	GRD	FLT	GRD		GRD		GRD		GRD	FLT
Permanent	542 <sup>#</sup>	15 <sup>**</sup>	2		2		1 <sup>*</sup>		547	15

Pre-Processed	[REDACTED]								3
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(*)	:	1 Swiss	Ground personnel:	896
(**)	:	1 French	Flight Personnel:	178
(#)	:	4 French	Total	1074

#### Danang Sub-Base

Classif.	[REDACTED]				Total
	GRD	GRD	GRD	GRD	GRD
Permanent	3	14	20	82	119

#### Nha Trang Sub-Base

Classif.	[REDACTED]				Total
	GRD	GRD	GRD	GRD	GRD
	4	12	25	61	102

#### Can Tho Sub-Base

Classif.	[REDACTED]			Total
	GRD	GRD	GRD	GRD
	1	9	2	12

## VII. TECHNICAL SERVICES

1. A quiet month has passed us without serious incident or major problems. Much effort was put for in reducing the CTC now on the books, we are attempting to come very close to a zero balance by 31 Dec. 69.

2. The general appearance of all stations was at their best - for LRM/TNN visit. This reflects quite favorably on the Supts and Chief Mechanics as little effort was required, because daily house-keeping ground safety habits and ground safety habits and ground equipment maintenance standards are above average and practiced daily.

Considerable improvements were noted in the reduction of manhours on aircraft services, as well as total monthly operating costs in general. More improvements can and will be made in proper accounting of expended manhours on the Daily Time Record (DTR), which reveals utilization (good or bad) of available manpower resources. Everyone is very cost conscious and continued progress toward cost reduction is being made daily.

## VIII. TRAFFIC/AAM

1. We were visited by A/DTD and benefited from the general discussions relating to Traffic policy. Mr. Bill Sparks has departed the station and Mr. Boyce is now Chief of Air Operations - TSN.

	October	November	
Passengers departure SGN (All contracts)	5,870	6,007	5,957
" arrival SGN (" " )	6,492	6,677	6,754
Outbound cargo SGN	77,121	81,893	64,723
Inbound cargo SGN	97,140	96,146	86,621

## 2. TRAFFIC/USAID

	Cargo (including AF Caribou A/C)		
	October	November	
Outbound (lbs) SGN	1,948,049	1,534,916	1,717,306.5
Inbound (lbs) SGN	560,231	101,577	533,717.4

## IX. OPERATIONS

1. ADOFD/A visited SGN the first week of December. He spent a few hours at NHA and DAD. He seemed pleased with the FOD Department and noted there were many improvements since his last visit.

2. There were 27 controllable and 61 non-controllable delays with a total of 936 Saigon departures. Reducing our spare fleet, we and expect an increase in controllable delays. By the middle of December our active spare fleet will consist of N67984, N544Y and N152L.

3. Flight Time Report (See Attachment A)  
Aircraft Incidents Report (See Attachment B)

4. Accident Reports

<u>Date</u>	<u>A/C Type/No.</u>	<u>Location</u>	<u>Remarks</u>
13	VTB/N77708	V-07	Traffic marketeer struck and damaged left flap. (Note - This is second such incident at V-07 in 1969)
15	204B/N8535F	Dai Loc	Indigenous ran into T/R blades, incurred serious injury. T/R blades required replacement. (local review board scheduled 3 Dec.)
16	VTB/N95772	V- 225	Right main tire went flat, cut by PSP.
24	PC6/N185K	V-01 AAM ramp	Forklift driven by AAM employee struck and caused minor damage to right wing tip and aileron. 15 manhours required for repair.
26	DHC-4/N539Y	V-01, AAM	Air Vietnam boarding stand blown into nose and tow bar by VNAF C-119 prop blast. Tow bar bent and nose wheel rotated 60°, minor dent in front nose door. A/C required retraction test, no damage to gear found.

5. Communications - Project 6683: Transmitter Building and Antennas, Saigon - Antenna installation is complete. All coaxial cable runs, balun rigging and suspension of transmission lines into the building for the four wide-band antennas have been completed. Tests with DAD, NHA, and BKK produced results of QRK 4/5, QSA 4/5. Minor wiring inside the building is near completion.

Project 6696: 200 KVA Transformer - Installation held up pending delivery of item to Saigon Lien Luc Cong Ty (CEE).

Project 6700: 60' Antenna Mast, Nha Trang (HF Transmitter Relocation) - To commence excavation [REDACTED] pouring of cement for base M10.

Project 6701: 80' Antenna Mast, Da Nang (HF Transmitter relocation)

Cement base completed and in curing process. Anticipate erection of mast on [REDACTED]. All Antenna hardware at site and will begin installation [REDACTED]. HF transmitter relocation will begin shortly thereafter.

Projects 6708 and 6709: Telephone Cable Distribution System and Base PABX - Complete PABX system received L28. OKI Factory representative to arrive on [REDACTED] Security Department to obtain necessary gate passes. Plan to commence installation [REDACTED]

#### 6. Ground Transportation

Aggregate microbuses mileage	:	23794 km or 14871 miles
Microbuses down-time	:	206 hrs
Microbus pax-carried	:	3468
Isuzu bus mileage	:	5941 km or 3713 miles
Isuzu bus down-time	:	168 hrs
Isuzu bus pax-carried	:	10846 pax
Supply vehicles mileage	:	1802 km or 1126 miles
Supply vehicles down-time	:	57 hrs.

#### 7. Monthly Flight Time

<u>Contract No.</u>	<u>Flt Time</u>	<u>Block Time</u>
7001	4,156 + 15	4,712 + 36
7002	839 + 23	935 + 19
7003	241 + 08	291 + 41
C0069	72 + 58	84 + 48
C0005	42 + 13	48 + 53
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Total:	5,351 + 57	6,073 + 17
CAL	<u>296 + 42</u>	<u>395 + 50</u>
<u>Grand Total:</u>	<u>5,648 + 39</u>	<u>6,469 + 07</u>

#### X. FLYING

1. The only real highlight of the month was the visit by the VPFO to discuss the new leave system and the pilots' pay raise. This was the major subject of conversation for several days afterward. Much concern was also in evidence regarding FEPA and what they would or would not do and the effect any action might have on everyone.

Flying time was better than expected, although nothing to get excited about. The 204B program established a new low which was not good for morale. However, the C46/C47s did very well and helped during the overall totals up.

2. It appears that staying within the 1000 hour flight time limit for the year will only require watching a few individuals and should not present a problem unless flying time literally "skyrockets" beyond all reasons.

In summary, the month could best be described as relatively routine and uneventful.

SAIGON BASE FLIGHT TIME REPORT  
NOVEMBER 1969.

1. Contract 7001 -	Revenue			Non-Revenue	
	A/C No.	Block Time	Flight Time	Block Time	Flight Time
H67984	79+10	67+26		2+56	1+56
H67985	114+00	139+33		4+10	3+25
B910	134+54	109+53		7+38	6+27
B928	77+51	64+08		39+08	33+09
B138	94+57	78+01		2+03	1+40
B146	72+36	61+10		29+14	25+19
6147	172+28	150+10			
8084	142+22	126+10		3+22	2+57
5559	160+36	144+03		4+53	3+47
5994	162+29	134+31		8+45	7+01
B817	16+59	14+35			
B829	120+54	99+36		2+45	2+20
6083	168+48	145+43		1+33	1+02
H539Y	78+05	66+06			
H544Y	32+17	25+30		0+38	0+17
H9518Z	70+47	58+19			
H6154U	40+21	33+44		26+32	22+58
H9956Z	35+16	30+06			
E77708	60+52	52+45		8+20	6+28
H9577Z	29+55	24+13		10+22	8+08
H9838Z	63+58	55+55		2+17	1+47
H3728G	47+19	41+03			
H9664C	1+50	1+27		1+40	1+05
H3674G	63+31	53+54		10+08	8+32
H7695C	97+25	83+05		2+12	1+28
H91295	54+25	43+19			
H6622C	6+13	5+21			
H5454V				12+16	10+19
H9573Z	71+35	61+19			
H5269V	102+48	89+40		1+45	1+21
H7950G	32+07	27+07			
H51259	14+27	11+56			
H21412	11+25	9+01		0+50	0+30
H285L	39+33	36+17		0+47	0+21
H391R	166+15	145+33		1+05	0+47
H394L	132+32	119+43		1+52	1+06
H9444	72+27	64+19		2+18	1+28
H198X	153+09	134+34			
H153L	158+23	137+55		1+50	1+06
H180K	151+04	137+10		1+10	1+00
H12450	18+02	17+03			

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			2+43	2+12
H748H	145+41	123+16		
H152L	106+04	90+32	1+26	0+51
H184L	148+30	136+54	0+53	0+32
H185K	24+47	21+51		
H192X	12+46	11+21	5+37	4+35
H393K	103+23	93+29	2+00	1+14
H194K	107+59	91+49	16+58	16+58
H1303L	82+56	82+56	3+22	3+22
H1304L	115+50	115+50	9+40	9+40
H1305K	82+06	82+06	2+25	2+25
H1306L	145+13	145+13	1+45	1+45
H1307L	25+16	25+16		
H8512F	27+21	27+21		
H8514F	38+51	38+51	1+50	1+50
H8535F	112+20	112+20		

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Sub-total	4603+08	4098+31	243+08	203+08
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2. Contract 7002 -

B138	3+16	2+53
H539Y	9+34	8+45
H544Y	8+46	6+58
H3674G	7+29	5+34
H7695C	7+49	6+31
H91295	18+48	15+01
H95182	5+29	4+34
H6154E	5+37	4+16
H9956Z	54+07	47+13
H7770B	16+53	15+01
H9577Z	28+36	23+55
H9838Z	9+20	7+29
H3728G	47+14	38+39
H9664C	6+49	6+01
H748H	18+07	14+43
H152L	18+58	15+39
H185E	119+31	104+02
H192X	43+45	40+54
H393K	13+24	11+39
H194K	53+03	46+13

H285L	76+39	69+49
H391R	13+57	11+00
H394X	13+13	11+50
H9444	60+07	54+40
H198L	4+42	3+53
H153L	3+59	3+06
H180L	1+44	1+43
H12450	73+33	66+10
H8512P	17+43	17+43
H8514F	46+49	46+49
H8535P	12+07	12+07
H1303X	5+20	5+20
H1304X	10+10	10+10
H1305X	4+15	4+15
H1306X	13+04	13+04
H1307X	80+37	80+37
H7950C	1+34	1+22

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Sub-total      936+08      839+38

3. Contract 7003 -

H67984	1+49	1+22
B910	8+47	6+58
B928	29+46	23+54
B136	26+19	22+20
B146	29+13	23+28
H539Y	42+33	36+16
H544Y	43+39	
H9518Z	14+02	9+25
H6154U	0+58	0+40
H9956Z	0+59	0+49
H7770B	1+09	0+58
H9577Z	4+35	2+51
H9638Z	4+17	2+37
H3728G	3+54	2+56
H3674G	1+10	0+45
H7695C	4+39	3+24
H91295	12+23	7+45
H9573C	6+54	5+00
H7950C	2+53	2+10
H1304X	26+29	26+29
H1305X	14+22	14+22

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Sub-total      280+50      231+45

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4. Contract 0095 -

E6622C	45+40	39+00
N1304X	1+15	1+15
N1305X	1+00	1+00
N1307X	0+58	0+58

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Sub-total	48+53	42+13
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5. Contract 0069 -

E9664C	67+32	58+34
N9956X	3+47	3+13
E9577Z	1+47	1+17
NS269V	11+42	9+54

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Sub-total	84+48	72+58
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TOTAL REVENUE BLOCK TIME	5953+47
" " FLIGHT TIME	5285+05
TOTAL NON-REVENUE BLOCK TIME	241+08
" " FLIGHT TIME	203+08
GRAND TOTAL BLOCK TIME	6194+55
" " FLIGHT TIME	5488+13

Flight Time by Type of Aircraft

Type of A/C	Revenue		Non-Revenue	
	Block Time	Flight Time	Block Time	Flight Time
C-46	672+38	601+06	85+09	71+56
C-47	137+53	114+11	2+45	2+20
Bailed C-47	806+43	698+37	18+33	14+47
DHC-4	214+54	180+51	0+38	0+17
VTB	895+02	747+21	61+31	50+26
10-2	307+18	261+50	14+51	12+10
Porter	2055+17	1817+07	21+41	15+12
204B	864+02	864+02	36+00	36+00
	5953+47	5285+05	241+08	203+08

Original Signed By  
L.G. PARRISH  
L.G. Parrish

**L**IGHT      **I**NFORMATION      **E**ENTER  
- S A I G O N -

**MONTHLY ACTIVITY REPORT  
1-30 NOVEMBER 1969.**

**- Incidents -**

## - Incidents -

Date	A/C Type, No.& Contract No.	Place	Description
10 Nov.	15559 C-47 7001	On ground at V-202	Mortar fire commenced as acft was taxiing out and as acft executed T/O. Ten rounds impacted on strip. One C-123 was damaged. The afld radio control vehicle was destroyed. The closest mortar impact from the acft was approximately 150 feet. No personnel injuries or acft damage involved.

Fewer Company fire incidents were reported for the month of November than any other month on record. However, we feel that this is not truly reflective to the tactical situation here. Some pilots have been reluctant to report this information in view of recent criticism involving Company aircraft in ground fire incidents.

## ART II

**- Situation Summary -**

I CORPS : During the reporting period enemy contacts were made in the areas south of the DMZ, west of Tam-Ky [REDACTED] and in southern I Corps. While additional information is needed to determine the validity of recent POW reports the enemy is reported to be presently engaged in a three phase campaign the first third phase of which will last from February through April 1970. Some slippage of this time frame is expected, however, due to the discovery of several weapons and equipment caches west of An-Hoa [REDACTED]

- Situation Summary - (Con't)

- II CORPS : For the fourth straight week the enemy has maintained a high level of activity almost all of which has been centered in the western provinces the most significant locations being Bu-Prang and Duc-Lap. The latter is expected to be the enemy's primary objective in the coming weeks.
- III CORPS : Enemy activity during the reporting period has been primarily confined to the northern portions of the Corps. Bu-Dop [REDACTED] remains the most highly threatened area as enemy forces continue operations in the area. Enemy units remain in Central War Zone C engaged in operations designed to tie down allied forces while infiltration is carried out. On 22 November two explosions occurred in front of the HongKong BOQ located in Cholon area of Saigon. Explosives captured at the scene consisted of 70 pounds of TNT, 100 pounds of plastic, and 22 blasting caps. Vung-Tau [REDACTED] is reportedly targeted for rocket attacks at an unspecified time.
- IV CORPS : During the reporting period there were no noticeable high points of activity. Five provinces are showing a higher level of activity than the rest of the Corps. Continued penetrations of the U-Minh Forest by GVN forces will probably result in a high level of activity in that area in the coming weeks as the enemy attempts to defend his strongest base area. Reports continue to mention large concentrations of enemy troops along the Cambodia/IV Corps border.

R N Begien III  
R. N. Begien III  
OPSP/SGN